

EXPRESS SERVICE PROVES BIG HELP TO ELEVATED CO.

New York, Aug. 1.—New York's capacity to furnish crowds for rapid transit roads is shown by figures given yesterday by the Interborough Rapid Transit Company, on the effect on subway traffic of the opening of the new elevated tracks.

Express service on the new third tracks of the elevated was established on January 17, 1916. The number of passengers carried for six years prior to that time was 394,000,000 in 1910, 41,000,000 in 1911, 304,000,000 in 1912, 307,000,000 in 1913, 311,000,000 in 1914, and 302,000,000 in the year ending June 30, 1915, an average of 32,666,000 a year.

In February, 1916, the first full month the new elevated lines were in operation, there was an immediate increase in traffic resulting in an increase passenger receipts over February, 1915, of 7.96 per cent; March, an increase of 8.75 per cent; April, 12.18 per cent; May, 10.35 per cent, and June, 7.04 per cent.

Interest on the cost of the new elevated lines was charged to construction until they were put in operation; after that this rental was charged to operating expenses. The amount of the company's 5 per cent. bonds issued to provide for the third-tracking improvements placed in service January 17, and for the improvements in the power station and sub-stations of the elevated lines, was \$14,753,000, the interest on which is \$61,491.67 per month.

The increase in operating revenues for February, 1916, was \$136,350; March, \$152,413; April, \$141,536; May \$156,923 and June, \$131,597.

Increase in Traffic.
The significant feature of this increase in traffic on the elevated lines is that it was not taken from the subway says the company. For the year just ended on June 30—during five and one-half months of which the new service was in operation—passenger earnings of the elevated increased \$611,325, or 3.1-2 per cent, over the previous year, while the subway showed an increase of \$1,293,374, or approximately 7.1-2 per cent.

No matter how fast rapid transit lines are built in New York city, the transportation needs of the population always seem to keep ahead of them, the report says. Every additional transit facility in New York appears to develop new traffic while the old lines soon regain what is lost by competition with the new lines, and continue to carry a constantly increasing number of people.

This was true when the elevated lines were extended in the late 70's. It was true when the subway was opened in 1904, and again when the third tracks on the "L" were brought into service early this year.

Records of the street railways show that in 1904 the receipts from passengers were \$19,415,756, while in 1905, the first full year the subway was in operation, receipts from passengers were \$18,663,605, a decrease of about \$750,000. In just one year, however, the street-car lines showed passenger revenues of \$19,530,533, an actual increase of \$100,000 over 1904, before the subway had been opened.

During the year ended June 30, 1905, when the subway was first opened for operation, the traffic on the elevated lines fell from 386,000,000 in 1904 to 286,000,000. In 1906 it was 357,000,000; in 1907, 283,000,000; in 1908, 283,000,000 and in 1909, 276,000,000, and in 1910 294,000,000 passengers.

—New York Herald Tribune, Aug. 1, 1916.

Socialism Not Dead, Only Sleeping, Says Hillquit

Socialism is not dead. It is only taking a nap, the said somnolent state having been induced by the soporific enforced by Marx. When the effects of the anesthetic have passed, the European socialist will get up, yawn, stretch his arms and then mount his soap box and wade into the capitalist system harder than ever. What is more, his auditors, mostly cripples, bearing on their weak shoulders an unprecedented burden of taxation, will be more willing than ever to listen to the Marxian message. Having had a practical illustration of what a militarist and "capitalist" government can do in the way of muzzling up a man's anatomy and taking the bread out of the mouths of his children, the listener to the socialist orator is likely to be easily convinced, and go away with a red flag pinned on his lapel—if he is so fortunate as to have any lapel.

This is the view taken by Morris Hillquit, author, lawyer, and usually recognized as the foremost socialist in America. Mr. Hillquit is a young man—he will pass his forty-year milestone to-day—but he is old in the service of the socialist cause, and has been an active and dues-paying member of the party since he was eighteen years old. He was born in Riga, Russia, Aug. 1, 1869, educated in the gymnasium there, and emigrated to America with his parents thirty years ago. As a lawyer he is a recognized luminary of the New York bar, and he might have made a fortune as a corporation attorney if he hadn't chosen to devote much of his time and talents to an unpopular cause. His books on socialism are considered authoritative by the rank and file, although he has been criticised by some of the extreme radicals.

Mr. Hillquit denies the possession of any prophetic gift, but he can see no reason for despair as to the future of the movement. He does not criticize his European brethren for going to war. Socialists must conform to the present order until they can change it. He holds, however, that the economic forces responsible for the development of modern socialism will still be in operation after the war, and that all the conditions of which socialists complained before the war will be accentuated after it. This is especially true of Germany, where the movement had been most powerful, and where the effects of the war may be felt worse than in other nations.

ORGANISTS IN CONVENTION.

Springfield, Mass., Aug. 1.—Musicians from many cities were today to attend the opening of the ninth annual convention of the National Association of Organists. Concerts will be given on each afternoon of the convention.



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